

CALIFORNIA BRT PROJECTS

FACT SHEET

Transit Operator: Riverside Transit Agency (RTA)
Contact: Ann Palatino, RTA, Phone: 915.565.5130
Project Name: RapidLink on Magnolia (1A) and the Moreno Valley (2B)
Project Location: Western Riverside County, CA
Status: Detailed analyses of alternatives, capital and operation cost are done; no funding

Project Summary Population served Area served Current passengers/year Expected passengers/year Length of corridor	Improvement to current local bus system, BRT system on Magnolia Ave in 2006 and, on the long run, to Moreno Valley; MOEs: community acceptance, equity, potential ridership, cost effectiveness 1.5 million (3 million in 2020) Riverside County On Magnolia corridor only: 1.65 million Increase of 1.1-1.2 million by 2010 systemwide Not specified		
Timeline / Phasing	2004-2006: 12 local to be upgraded to be RapidLink-feeder 2006-2007: RapidLink 1A (Magnolia Corridor) 2007-2008: Five local to be upgraded to be RapidLink-feeder 2010-2011: RapidLink 2B (Riverside-Moreno Valley)		
Funding Capital cost per mile O&M cost per year Funding source(s)	\$7 million* (including RapidLink 1A, 2B and feeder system) BRT \$2 million; feeder system 3 million \$8 million* (including RapidLink 1A, 2B and feeder) Not specified		
Coordinated with other projects	Integration into transit system with connecting with existing local and express buses and rail transit services. Enhanced local services will serve as RapidLink-feeder routes		
System Elements			
Running Ways ROW restriction Running way marking Guidance technology Type of Grade crossing	Mixed flow arterial None None At grade, controlled intersections		
Stations # of stations in system Type Average station spacing Passing capabilities Amenities	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> <i>BRT:</i> 1A: 14 stops; 2B: 16 stops Full shelters 0.5 – 1.0 mile On-line or merger priority Safety lighting, benches, emergency call box, schedules/route info, ATIS, lean poles </td><td style="width: 50%; vertical-align: top;"> <i>Feeder routes:</i> N/A Multi-functional bus stops, solar powered 0.2 mile On-line or merger priority Safety lighting, benches, schedules/route info, </td></tr> </table>	<i>BRT:</i> 1A: 14 stops; 2B: 16 stops Full shelters 0.5 – 1.0 mile On-line or merger priority Safety lighting, benches, emergency call box, schedules/route info, ATIS, lean poles	<i>Feeder routes:</i> N/A Multi-functional bus stops, solar powered 0.2 mile On-line or merger priority Safety lighting, benches, schedules/route info,
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Vehicles # of vehicles Low floor Propulsion system	Yes CNG
Fare Collection Collection process ITS technology Payment methods Fare structure	Not specified
Service and Operation Policies Route structure Hours of operation Service frequency Schedule vs. headway based	Fixed route, skip stop operation Not specified Max 15 minutes Not specified
Identity / marketing	Distinctive logo and bus pain/color scheme, Named station Integrated marketing strategies
ITS Features <i>Vehicle priority:</i> Signal coordination Signal priority <i>Vehicle location:</i> AVL <i>Vehicle guidance technology</i> <i>Driver assistance techn.</i> <i>Passenger information:</i> At station/ on vehicle Next Bus technology	Yes (with GPS) of BRT, and Transit priority mergers on both BRT and feeder routes GPS No No ATIS Yes, at shelters, stops, internet, phones
Interfaces with State Highway System (SHS)	

* 2004 dollars